

THE JOURNAL'S PAGE OF CHAMPIONS.

BALD ON CYCLING. HOBART ON TENNIS. PATTERTON'S TALK.

The Season's Prospects for Professional Racing—Cracks to Meet on the Fountain Ferry Track This Week.

It will welcome news to the racing men and to the public generally that the attempted combine to prevent professional racing this season is to be unsuccessful, except, perhaps, so far as its promoters individually are concerned. It now looks very much as if the bicycle manufacturers who attempted to bear the market for the young and ambitious firms of the best means of advertising extant had achieved the wonderful and difficult physical feat of biting off their own noses. With racing teams put in the field by at least twenty of the young and ambitious firms, the prospect for professional racing is tolerably good, even though it is opposed by influential members of the Cycle Board of Trade. Among the firms that are certain to put out racing teams this season are:

The Barnes Cycle Company, of Syracuse; the World, Monarch, America, Napoleon, Davidson, March-Davis and Morgan & Wright people of Chicago; the Union people of Boston; the Orient, of Waltham; the Frontenac, of Syracuse; the Smalley, of Plymouth, Ind.; Lindsay, of Lafayette, Ind.; the Globe Cycle Works, of Buffalo; Union Manufacturing Company, of Toledo; Remington Arms Company, of Ilion; the Dayton, of Dayton, O.; the Marlon Cycle Company, of Marion, Ind., and others of equal prominence.

These firms have been sawing wood while some of the others who hurried to put themselves on record as opposed to racing were endeavoring to knock the racing men out of employment, and now when they see that professional racing is inevitable and would very much like to get in out of the wet, the anti-racing manufacturers find that the pick of the racing men have already made their engagements for the season. The only thing that is left for them to do—and I learn from correspondence with friends all over the country who were on the track last year that a good many of them are doing it—is to corrupt amateurs by gifts of bicycles till they can't rest, and offer of cash in stated and generous amounts for all the first prizes won by them during the racing season. That is not the way to purify the sport, let me state, and, as I have said before in the columns of the Journal, the honest races run this year will be those pulled off between the riders of the professional class.

CYCLING OUR NATIONAL SPORT.

The people who opposed professional racing should have been better able to judge of the signs of the times. If anything was ever evident it has been evident all the Spring that bicycle racing was to be the popular sport this year, I might almost say the national sport, over which the people have gone daft. The crowds who paid their good money and attended in droves the various cycle shows to see what they could have seen for nothing in the stores of the cycle dealers were proof of this. They will attend the bicycle races with even greater enthusiasm. And the manufacturers who are able to be represented by teams of crack men are the only ones who will be distinctly in the swim.

During the early part of the week I was in Chicago, where a great deal of enthusiasm is being manifested over racing matters, most of the cycle makers in that vicinity having made preparations to run racing teams. In fact, one of the strongest allies the manufacturers have in their opposition to the anti-racing combine is a firm of Chicago tire manufacturers that as always paid great attention to racing matters and got much good advertising thereby. I learned there that the racing men who have been engaged for the season's work are being called together from the various sections of the country, where they have spent the winter, or from the localities where they have been training, and that they are about to be sent to the Fountain Ferry track at Louisville to be put in preparation for the racing season. There is a reason for the choice of Fountain Ferry track as a training ground that is more significant than its excellent climate and splendid facilities afforded for training. If these alone were to be considered, San Jose would be by long odds the better of the two, for I have always maintained that the California climate cannot be excelled for training purposes.

The fact is that the Western circuit is practically dead. The leading professionals have been summoned to Louisville by their employers and another week will see Fountain Ferry training quarters a busy place. Among the cracks whom I expect to meet there in a few days are Tom Cooper, Otto Zeiler, Arthur Gardner, Fred Allen, Frank Jenny, Con Baker and other men of their class. For six weeks they will buckle down to hard work and when the circuit opens in the East on May 30 will be as fit a lot of men as ever put leg over saddle.

The training quarters at Fountain Ferry are ideal. The track is far enough removed from the city to avoid the temptations of city life such as late hours and dissipation, and the quarters, which are comfortable and commodious, are situated immediately at the track. There is no other incentive offered than to work hard and get in condition, a state of affairs very gratifying to the conscientious trainer whose only ambition is to have his men fit when

they take them to the racing track. The climate is the best that can be found in the East and the track itself is a most excellent one. I predict that some very fast time will be made on it inside the next thirty days.

E. C. BALD.

The Military Wheelmen will have a run to-day, starting from the Hotel Barabold at 2:15 p. m.

A convenience to Brooklyn wheelmen will be the immediate building of a short path connecting the western driveway of Prospect Park with the Coney island path. It will make a cut across Fifteenth street and the boulevard, and will relieve the congested condition of the southern entrance.

The Riverside Wheelmen yesterday daily signed the lease of the old Pontiac Clubhouse on Amsterdam avenue, near Eighty-first street.

Charles L. Ballymore, one of Buffalo's prominent wheelmen, is in the city to confer with the State Division, L. A. W., officials about the special tour book covering the territory around Buffalo.

The first annual dinner of the Bushwick Wheelmen will take place April 28 at Gilman's, No. 1225 Bedford avenue, Brooklyn. On this occasion the cup won by the club's bowling team in the tourney of the Associated Cycling Clubs of Long Island will be presented, and Captain John Landrum will receive a medal for the highest individual average.

The New York City L. A. W. Committee is the name adopted for the local branch of the League, and these were the officers selected at the meeting held at the Grand Union Hotel, Senior Consul, J. B. Townsend, junior counsel, Dr. R. Ottolenghi, secretary, J. M. Froehner, treasurer, M. M. Baldwin, Jr. A general meeting will be held soon, and all wheelmen in the city will be asked to attend.

There are few American experts whose backhand strokes are not weak in proportion to their forehand. Chace is one of the exceptions. His backhand is made with the same easy swing as his forehand, and he has almost equal control over it. His drives both forehand and backhand have excellent length, and he passes with great skill. His lobbing is often beautiful, but I think he uses this stroke too much, to the detriment of his general game. Against some players it is extremely effective, and he does well to confine himself, as he often does in such cases, almost exclusively to lobs. At other times, however, he finds it to be a losing game, and then in attempting to change to a driving game he sometimes seems to lose the effectiveness of his stroke.

His ONE WEAK POINT.

This was illustrated when he played Mahony at West Newton last Spring. He lobbed continually and with great skill, but Mahony sent all his lobs gently back. At the end of a long rally Chace would often get a good opening for a drive and would try one, but almost uniformly with poor success. It seemed to the spectator as though his ground stroke failed him, because he did not exercise it enough to keep his hand in, and when he called on it at such infrequent intervals it failed to respond properly. It was my impression after the match that if he had confined himself almost exclusively to driving, with only very occasional lobs, he would have won. The Irish players were enthusiastic over Chace's touch, which they considered unusually fine. He was in good form throughout this tournament, as he usually is on dirt, and finished ahead of the other American players.

While so successful at lobbing himself, he is an extremely bad man to lob to. He is very tall, which assists him in reaching low lobs, and his smashing and volleying of high balls, while lacking the grace and flash of Wrenn or Larned, is even more deadly. His low volleys are not so good, as he frequently blocks the ball back into his opponent's hands and does not kill enough. He has a rather slight but wiry frame, and his endurance is remarkable.

LARNED THE CUP WINNER.

W. A. Larned has held a proprietary interest in more challenge cups than any other player we have ever had. He has won the Southampton and Seabright challenge cups outright, has held the Longwood Cup and the Middle States championship for two years, and the Canadian championship for one. E. L. Hall has most nearly approached this record. I believe he has never won but one cup the necessary three times, that emblematic of the Southern championship. In old times, when Sears, Dwight, Slocum, Taylor and

Chace and Larned—How They Earned Their Places on the Courts.

M. G. Chace is the youngest of the present generation of tennis "cracks." He first attracted attention at Narragansett Pier by playing quite a close match with R. P. Huntington, Jr., winning the first set. This was in 1890, when he was only a boy of fifteen. The promise he then showed has been fulfilled, and for the last three years he has been considered one of the four or five strongest players in the country.

After playing at Newport in 1890, he did not appear again before the public until the Spring of 1892, when it was found that increased years and experience had ripened his powers to a considerable extent. He won the interscholastic championship, first singles, at Longwood and Amherst, and second place in the West Newton invitation affair, and came out second in the Nantuxet tourney, his most meritorious performance up to that time. At Newport he drew Knapp in the preliminary round, and lost in a five-set match.

CHACE'S BEST EFFORTS.

Chace has never seemed to be able to do himself full justice at Newport; I do not think he has ever played his best game there. In 1893 he was put out by Larned in the first round, and in 1894 by the same man in the semi-finals, each time after rather one-sided matches, although in outside tournaments he has about held his own against Larned. Last year, when his

Campbell were leaders in the sport, challenge cups were almost unknown, as it is only of late years that they have become popular. He has three times been runner-up at Newport, twice losing to Hovey and once to Goodbody in the finals, and he has certainly had hard luck in not having won the All-Comers' at least once. He has been ranked second for the last two years.

His game can only be described as dashing and brilliant, and when he strikes his golf it is steadily so. Then he is almost unconquerable. His manner usually suggests perfect indifference, even when he is striving with might and main, and at such times I have heard spectators exclaim: "Why, he isn't trying!" His build is of beautiful proportions, and he looks far stronger than Chace, but the latter can outlast him.

Like Chace he has a superb backhand, but unlike the latter he puts great pace into it. So great indeed is its speed that it is difficult to see how he can control the stroke. His forehand drive is rather less severe, but by no means easy. It is a variation of the deep stroke, and he takes the ball near the top of the bound on the descent. His volleying of high and low balls is a model of form and effectiveness, worthy of emulation by all ambitious young players.

He hardly ever lobs, and never uses any

THREE CONSPICUOUS PLAYERS—CHACE, HOBART AND LARNED.



Intentional change of pace, and this feature of his game is often criticised as a want of head work. I hold that such criticisms are unjust, and agree with him in thinking that the swift driving game is natural to him, and that different tactics would weaken the whole structure of his game. It is a question of temperament, I think, and his is not the patient, unimpetuous nature that makes a success of the lobbing game, which waits for the opponent's mistakes.

ONLY FAIR AT DOUBLES.

There is a remarkable difference between his playing in singles and doubles. At the latter he never seems at home, and his almost reckless style of game appears to disconcert his partners, who seldom do themselves justice when paired with him. His record of victories in doubles is far shorter than that of any other prominent player except Stevens. The only important ones have been at Seabright, in '93; Southampton, in '94, and Tuxedo, in '95, playing with Campbell, Howland and Foote respectively.

If he goes to England this Spring, and there is a good chance that he will, and gets into good form, he will certainly surprise them over there. Turf courts, made wet and heavy by rain, which is of far more common occurrence in England than here, suit him perfectly. He and Hovey actually prefer such to good weather conditions. Should he play through the season I cannot believe he will rank below fourth among the English players. Would that Hovey could go with him!

Clarence Hobart

Yachting.

Mr. Manry's big schooner Branthide is lying in the Hudson at Eighty-first street, having returned from a three months' cruise in Southern waters.

Extensive repairs are being made on the big schooner Laska at Pollock's. Her masts were so badly warped that the crossbeams were splayed around, and they were unstayed a few days ago.

At Nixon's yards at Elizabeth, P. A. B. Widener's steam sailing schooner, the "Albatross," is rapidly nearing completion. Her boilers and engines are in place and her two masts were set up yesterday.

The Colonia's rig is complete and stowed away in Bruno's loft. In a few days she will be setting it up on board the yacht which will be begun.

Frank S. Ray is having a half-rigger built and will represent the Hudson River Club in the trial races under the auspices of the Seawanhaka Corinthian Y. C.

William Pink has built a thirty-foot cabin cat, which will be launched today. Albert C. Russell has taken his new naphtha launch from Tebo's Basin, and she will have a speed trial in a few days. She is twenty-one feet over all and is a beautiful model.

The last meeting of the Harlem Yacht Club was well attended, and the Commodore, L. A. W., presiding. It was decided to hold an apron and necktie party on the 24th of this month, and a good attendance is expected. This will close the social season and the club will go into commission next month. With the coming of Spring the usual activity prevails among the yachtsmen on the Harlem, and all the yachts in the fleet will be in commission before the first of May. Among those undergoing alterations in anticipation of the regatta, which will be held on Memorial Day, is the sloop "Fattie." A vast improvement in her rig is noticeable and will make her a strong competitor for the Williams Cup.

Ex-Commodore Lator's sloop Isabel is being altered and is nearly completed. R. Evans' sloop is now being completed and will be in the water next week.

The new one-half rigger, Maud M., being built by R. McManis, will be completed by May 30, and is expected to be very fast. The sloop Genesee is cruising to the eastward. She will stop at Greenwich before her return. Entry blanks will be sent to all the clubs of the Yacht Racing Union of Long Island Sound, and a large representation is anticipated. The Iron Steamer Ogynia has been engaged for the club members and their friends.

J. Rogers Maxwell's thirty-foot Argonaut will have an outer skin of cedar, painted. Harry Maxwell's half-rigger Monsoon, which is being built for him from Wingham's designs, by the Spaulding St. Lawrence Company, will be of mahogany, finished with Wingham has also designed a twenty-foot racing jib and mainsail boat for a Lake Ontario regatta.

Down at Harkes & Son's Port Jefferson yard there is being built a racing centre-board sloop for W. H. S. Wood, fifty-eight feet over all, forty feet on the water line, fourteen feet eight inches beam and six feet four inches draught. She is finished inside with butternut and has two staterooms, a main cabin and a galley the full width of the forecastle.

Where Shall the Four-Cornered Boat Race Be Rowed?—Make-Up of College Baseball Teams.

Certain Harvard men say that the committee representing the colleges interested in the extraordinary boat race has practically, although not actually, decided in favor of the course on Saratoga Lake. This committee has met several times without reaching an agreement. At first the colleges were evenly divided, Harvard and Pennsylvania favoring Saratoga and Columbia and Cornell the Hudson, at Poughkeepsie. Finally Cornell voted for Saratoga, but Columbia held out. Had it not been for the fear of interruption from traffic, I have no hesitation in saying that the Hudson would have been agreed upon from the very start. It is one of the finest courses in the United States. Pennsylvania at first voted for the Delaware at Torresdale, but this was flatly objected to by the other three and was dropped. Harvard's initial preference was Springfield. This course was seriously entertained by the committee—despite the fact that the current there is stronger than on any of the four courses proposed—because the shallowness of the water would preclude encroachments by excursion craft, but was abandoned because there was no railroad track along the river bank on which an observation train could run.

It does not seem as though the objection to the Poughkeepsie course is well taken. The swamping of the Pennsylvania shell last year was not caused by the regular river traffic, but by the Governor's tug, which had been designated to assist in keeping the course clear. Besides, it might have been avoided had the Pennsylvania men employed ordinary caution in putting out their boat. From the standpoint of the spectators (consisting in the main of college people who contribute the money required for the maintenance of the crews), the Hudson River course is by far the best. It affords an absolutely unobstructed view from Crum Elbow, where the race begins, to the bridge, just below which it ends. In this respect it is to be preferred to New London, where the crews are much further from shore, and where the observation train disappears behind a long embankment during the earlier part of the race. The course at Saratoga is good, but I do not see how satisfactory arrangements can be made for the spectators. The Hudson River course, still viewing the matter from their standpoint, is further to be preferred as being more accessible than any of the others. Saratoga is much more inconvenient for all of the crews and their adherents, save possibly Harvard. It will require three hours more time each way for persons coming from points south of Poughkeepsie, and an additional expense of several dollars. However, the race seems a little more likely to be rowed at Saratoga, as Poughkeepsie's only chance of obtaining it rests on the success of an attempt by Columbia to have a bill passed through Congress restricting the traffic at Poughkeepsie during the day of the contest. Senator Hill has introduced such a bill, and if it can be made a law the Hudson will get the decision.

CALIFORNIANS COMING EAST.

On the afternoon of March 31 the student body of the University of California, after a thorough discussion of the matter, unanimously decided to send a team to the Atlantic coast; so, from now on, Captain Merwin and Manager Friend will be over their ears in work. In order to provide for the finances of the trip, several schemes have been devised. The San Francisco Examiner will give a benefit field day on May 2, at Central Park, where the inter-collegiate football game was played. In addition to the track and field events, in which the California Eastern team is to appear, a bicycle track is to be built and a number of bicycle races will serve as an additional attraction. Besides this field day, the "co-ed" (female students) basketball teams of Stanford and California are to play a game in San Francisco this week. I believe; the audience to be women only, and the California share of the proceeds to go to the fund. Mr. Slye, of the English Department of the University, has written Governor's "Love for Love," and the comedy thus modified is to be presented by the students in the near future and half of the profits are intended for the Eastern team. The California team will probably reach New York between the 5th and 12th of May. It seems assured of games with Harvard at Cambridge on May 23, and with Pennsylvania on June 6. As to Yale and Princeton there is much uncertainty. The original proposition, in which both Yale and Princeton concurred, was to have California enter their dual games at New Haven on May 13. This Princeton is still willing to do, but Yale now declines. As the latter has no open date to give California, excepting possibly May 9, and as the Western men hardly regard it worth while to meet Princeton alone (for they consider she has weakened her team by the Athens trip) the prospect of games between these three is not very encouraging.

SIDNEY SYME'S SORRY CASE.

A good many local athletes are casting longing eyes at the handsomely appointed New Manhattan Club house, and were it not for the clause in the A. A. U. constitution, which restrains athletes from representing one club within a year from the date of their last competition for another club, there would be a sad depletion in the ranks in many organizations. The case of Sidney Syme furnishes a conspicuous example of the workings of this rule. He won the 220-yard hurdle race in the A. A. U. championships of the United States last September, as a member of the New Jersey Athletic Club. Not long ago he wanted to enter the New Manhattan Athletic Club, and tendered Mr. Sullivan, of the N. J. A. C., his resignation. He was informed by Mr. Sullivan that while of course his resignation would be accepted, he would be ineligible to compete for the New Manhattan until after September, 1896. As a result, Syme will not be likely to race at all this year. It may seem pretty rough on the young man, but no one can blame Mr. Sullivan for taking the course which he did. Were it not for the restraining influences of this rule the big organizations with high-toned clubhouses would corral every desirable athlete in the country.

COLLEGE BASEBALL IN FULL SWING.

The college baseball season may now be regarded as fairly launched. Princeton, Yale, Cornell and Lafayette all made trips to the southward during the Easter recess. Princeton's season started in at home against Hobart, and Wesleyan made an excellent beginning against the Hartford State League

team. Harvard, Cornell, Brown and the others are indulging in vigorous practice, although they have not as yet reached the initial games in their respective schedules. Yale's Eastern trip was more successful than last year's, when the Washington Y. M. C. A. and the Georgetown University knocked Carter out of the box. This year Yale won four out of five of her Southern games. She defeated the Hampton Institute by 32 to 5; the University of Virginia, by 12 to 4 and 8 to 7, and Georgetown, by 16 to 12. The University of North Carolina, on the other hand, defeated Yale by 8 to 4. Trudeau only pitched in two of these games, the second one against the University of Virginia and the Georgetown game. In both of these he was hit very hard. The nine as made up throughout the trip consisted of Trumbull, catcher; Trudeau, Greenway, Simmons and Smith, pitchers; Letton, first base; McCandless, second base; Captain Quinby, third base; Bartlett, short stop; Jerrems, centre field; Keator, right field, and Greenway, left field. This is very close to the permanent make-up of the team. Letton is the clever Andover man who played in the Yale outfield last Spring, and who has been substitute full back on the eleven for two years. Jerrems is well known as the "Varsity" half back, but has never played on the nine before.

PRINCETON WHICH PRINCETON HAS SE-

lected.

Princeton also won four out of five games, the one which she lost being played against the Richmond professional team. She defeated the University of Virginia, by 5 to 4; Washington and Lee University, by 18 to 1; the University of North Carolina, by 10 to 8, and the Georgetown University, by 11 to 5. The trip showed that the Princeton pitchers are likely to be fully as strong, if not stronger, than last year, and that the team will do good batting. The nine was made up chiefly as follows: Titus, catcher; Wilson, Altman, Jayne and Easton, pitchers; Kelly, first base; Wayne, second base; Gunster, third base; E. P. Ward short stop; Suter, left field; Captain Bradley, centre field, and one of the pitchers in right field. Third base will be well filled if Gunster is chosen, but he will be a source of great weakness to Princeton at the bat. Second base is the most uncertain position in the nine. If Sankey's leg gets well he will work hard for it; if not, Fred Smith will be the man, unless Wayne can get it away from him. Poor Smith is a fine ball player, but has been hindered by some physical misfortune from making any of the Princeton teams. He is a fine player and one of the best batsmen in college. I should think that Princeton would work him in at second or third, even though his arm is not strong. He is too good a hitter to be left off the team.

It is Allan Sankey, the Princeton infielder, who sprained his leg so badly last week in a practice game of baseball, is a son of the well-known evangelist, Ira D. Sankey, of Brooklyn. He is a junior in Princeton and a splendid fielder. He plays second base or shortstop in such good style that only the presence of such men as Douglas Ward and Captain Brooks deprived him of a place on the Princeton team of 1895. This year he was considered the most likely man for second base and may make it yet, unless the painful accident of last week and Smith's superior hitting dispels his hopes. Last year his batting was not particularly strong, but he is said to have improved considerably under Earle's coaching.

DRAPER, THE WILLIAMS ATHLETE.

Very few New Yorkers had had an opportunity to judge of the abilities of Fred Draper, the famous Williams athlete. Nevertheless he is one of the best football and baseball players turned out by any college in a number of years. He graduated from Williams with the class of '95 and is now in the Harvard Law School, where, as this is his second year, he is eligible for next Autumn's Harvard eleven. Draper is a stocky fellow, weighing 184 pounds, but surprisingly agile. He is the man who, in 1894, with his brother Phil, carried the ball through the Yale line in repeated rushes for eighty yards without once losing it, and, to Frank Hinkley's dismay, scored on Yale on her own grounds. He was also captain and catcher on the Williams nine of '94 and '95, the latter of which won the championship.

Just at present Draper's friends are re-luctant with great satisfaction an occurrence which betel him not long ago in Boston, and which proved his courage and coolness, as much as his skill and strength. He was returning to Cambridge after an evening in the city, when he came across a college acquaintance, who was apparently at the mercy of several unscrupulous cab drivers. Draper interposed, and was promptly informed by the cabbies that for his trouble he would be soundly thrashed and in addition relieved of whatever change he had to spare. Draper said nothing, but backed up against a neighboring wall, a la Davy Crockett. Unlike Crockett, however, he had better success, for he administered a sound thrashing to one after another of the belligerent jacks, rescued his thoroughly demoralized acquaintance and marched off in triumph. He is a good athlete, is Fred, and if Harvard can induce him to come out next Fall, she will be more than compensated for the loss of Charlie Brewer. C. E. PATTERSON.

ATHLETICS BEGIN MAY 30.

The New Jersey A. C. Will Start the Ball Rolling with a Big Carnival.

The New Jersey A. C. will, as usual, open the athletic season in this district with their annual carnival of games on Decoration Day, May 30.

The following events will be held under the rules of the A. A. U.: Seventy-five yards run, handicap, on grass; 220 yards run, handicap; 880 yards, novice; 880 yards run, handicap; one mile run, special record race, Tommy Connell to start from scratch, limit 100 yards; 880 yards run, special race, Charles J. Kilpatrick to start from scratch, one mile walk, handicap; pole vault, handicap; 220 yards hurdle race, handicap, ten hurdle, 2 feet 6 inches in height; all-round weight-throwing contest, throwing the hammer, putting the shot and throwing the discus, 150 pound weight. The bicycle races will be held under the L. A. W. sanction, and are as follows: One mile, handicap, and two mile, handicap. There will also be a one mile team race, open only to the schools of the New Jersey Intercollegiate Association, each school to start four men, each man to run a quarter of a mile, as well as a championship game of football, basketball and basket ball. The entries will close with James E. Sullivan, No. 241 Broadway, New York City, on Mar. 23.

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